

MEMPHIS APPEAL

SUNDAY, NOVEMBER 21, 1875.

THE *Philadelphia Bulletin* doesn't believe a word of Grant's triumph for a third term, and won't until cogent reasons play upon its tables.

THE *New York Sun* will henceforth issue a Sunday edition, to meet a want that is felt in Gotham. It is the most successful journal in the United States, having reached a regular daily circulation of over one hundred and twenty-five thousand, and is steadily increasing.

HON. MR. DOBBS, of Georgia, who is a candidate for clerk of the house of representatives, served one term in congress, and is generally conceded to be equal to the position. He is a thorough parliamentarian, is a good speaker, a gentleman of polished address and attractive manners. He will prove a strong competitor for the place.

HON. WM. M. COCKE, of Kentucky, is a candidate for clerk of the house of representatives. Colonel Cocke is a native of this State, and was, previous to the war, a member of our legislature, and also, a member of congress from the second district. He is a gentleman of high moral character, intelligence and industry, and in every respect fully qualified for the duties which he is called upon to perform.

This *Philadelphia Times* is now stereotyped every day and printed upon a type which has been changed its appearance by narrowing its columns, so that there are now seven of them in a page instead of six, as formerly. It is a model newspaper, and we cannot doubt that its future prosperity will be even greater than that which it has already realized, and which has encouraged fresh outlays for the benefit of its subscribers.

In Chattanooga the municipal election, which ended on Thursday, was conducted on rigid party principles, and the result was a triumph for the Democracy. As we learn from a special to the *Nashville American*, Colonel Tomlinson Fort, Democrat, was elected mayor by a majority of two hundred and eighty-three. J. J. Lowery was elected marshal by four hundred and ten majority. The aldermen are equally divided between Democrats and Republicans. The new charter is badly beaten. The contest was the most exciting in the history of the city, and there was immense enthusiasm over the result. Bonuses were given, and Colonel Fort was conducted through the city on a horse-carriage by the enthusiastic firemen.

IT WILL be remembered by the readers of the *APPEAL* that some time ago Mr. Stephen Weston Healy, an American artist resident in Rome, wrote a series of papers in which he charged that certain American artists, among them Mr. Piero Frasca Connelly and Mr. Maria, were at thieves of the work and most brain type, who were in the habit of painting the work of their hired workmen as their own design as well as execution. Mr. Connelly could not stand this, and so he brought an action for libel against Mr. Healy. The case was tried before the civil and correctional court, and decided on the fifteenth, when Mr. Healy was convicted of libel and sentenced to a fortnight's imprisonment and one thousand francs fine. This decision has led to a disgraceful scandal which has lasted for two years.

PHILADELPHIA has something better on hand than the *Confidential*. Her debt, which, in 1854, was \$16,573,614 77; in 1854, \$28,911,084 42; in 1870, \$44,654,539 03; in 1875, \$64,850,438 95. It is true, that a considerable portion of this debt was incurred between 1861 and 1865, for war purposes, and every county in the State incurred at the same time indebtedness proportionately as large, and have since discharged it, and that with a lighter tax-rate than the tax-rate of Philadelphia. During the last year, Philadelphia real estate depreciated \$100,000,000 in market value, and the tax valuation was increased \$20,000,000. The debt is now over \$64,000,000, and it is expected to be increased during the current year nearly \$10,000,000. Some six or eight millions of this amount will have to be actually paid in full, to save the honor of the corporation, as the restrictions of the constitution prevent its being funded. For this purpose a tax of one cent on the value of real estate has been proposed, but objected to on the score of that being a greater sum than the profits of the whole business of the city amounted to last year. Poor Philadelphia! Memphis can sympathize with you.

We have not burdened our columns or annoyed our readers with any of the evidence now being adduced in the trial of the crooked whiskey ring of St. Louis. Want of space and the pressure upon our columns growing out of the demands of the public in the direction of the Southern Pacific railroad, must be our apology. But a few words will suffice to characterize it. So far the confessions of the members of the ring are all one way. They acknowledge that they robbed the government by the remission to the whiskey manufacturers of twenty cents of the fifty-cent tax, the remaining thirty cents being collected and distributed to the revenue and assessors, collectors, gaugers and detectives. This is the sum total of the transaction, which, covering several years has resulted in the theft of several hundred thousand dollars. One of the party, Joyce, has already been convicted, and is now in the penitentiary at Jefferson City. John McDonald, who is well known in Memphis, will follow him in a few days, and all the rest will be sent up in rapid succession as the business of the court will permit. A fouler nest of public thieves than this of St. Louis has not been cleaned out since Boss Tweed was sent to Randall's island by the persistent efforts of the leading gentlemen of the Democratic party of New York.

JAPAN is in earnest in its endeavor after the adoption of the European system of civilization. One of the most remarkable incidents of the recent Social Science congress in England was the reading, in the section for international law, of a very able paper by young Japanese gentlemen, Mr. Bokuro Hara, on the question of the Japanese nation's duty for their civil life. The daimios, or local aristocracy, have vied with each other in establishing schools and other societies, in which chemistry and other sciences are taught. The imperial government has added a college for the

THE MEMPHIS DAILY APPEAL

SUNDAY, NOVEMBER 21, 1875.

higher education of the more promising pupils of the primary schools, and great numbers of private establishments have been added. In the government preparatory schools languages are taught, together with the elements of engineering, and naval and military studies are pursued, the more advanced pupils being promoted at half-yearly examinations to higher schools, or to the imperial college, in which it has been decided that in future the English language only shall be used as the medium of instruction. The report of the Japanese postmaster-general for 1874 shows that during that year nearly three millions of letters, of which nearly three hundred thousand were registered, passed through the postoffice, besides two millions six hundred and twenty-nine thousand six hundred and forty-eight newspapers and nearly thirty-four thousand books and patterns.

THE report of the Baltimore and Ohio railroad furnishes a pleasant and agreeable contrast to the reports of most of the great trunk lines of the country. From it we learn that the gross earnings of the main stem, six hundred and seventy miles in length, for the year ending October 31, were \$10,514,178; expenses, \$8,181,972; net earnings, \$2,332,206—showing that the working expenses were 59.79 per cent. of the gross earnings. The net earnings are \$85,838 less than in 1874, and \$202,535 less than in 1873—a decrease which is attributed to the general depression of trade. The total earnings of the main stem and branches, nine hundred and ninety-three miles in length, were \$14,409,552; the expenses, \$9,936,543; net earnings, \$4,473,009. The passenger earnings of the main stem were \$1,613,239, an increase of \$58,091 over the result of the previous year. The freight earnings were \$2,859,769, an increase of \$1,000,000 over the result of the previous year. The net earnings of the main stem and branches, nine hundred and ninety-three miles in length, were \$14,409,552; the expenses, \$9,936,543; net earnings, \$4,473,009. The passenger earnings of the main stem were \$1,613,239, an increase of \$58,091 over the result of the previous year. The freight earnings were \$2,859,769, an increase of \$1,000,000 over the result of the previous year.

THE report of the Baltimore and Ohio railroad furnishes a pleasant and agreeable contrast to the reports of most of the great trunk lines of the country. From it we learn that the gross earnings of the main stem, six hundred and seventy miles in length, for the year ending October 31, were \$10,514,178; expenses, \$8,181,972; net earnings, \$2,332,206—showing that the working expenses were 59.79 per cent. of the gross earnings. The net earnings are \$85,838 less than in 1874, and \$202,535 less than in 1873—a decrease which is attributed to the general depression of trade. The total earnings of the main stem and branches, nine hundred and ninety-three miles in length, were \$14,409,552; the expenses, \$9,936,543; net earnings, \$4,473,009. The passenger earnings of the main stem were \$1,613,239, an increase of \$58,091 over the result of the previous year. The freight earnings were \$2,859,769, an increase of \$1,000,000 over the result of the previous year.

THE report of the Baltimore and Ohio railroad furnishes a pleasant and agreeable contrast to the reports of most of the great trunk lines of the country. From it we learn that the gross earnings of the main stem, six hundred and seventy miles in length, for the year ending October 31, were \$10,514,178; expenses, \$8,181,972; net earnings, \$2,332,206—showing that the working expenses were 59.79 per cent. of the gross earnings. The net earnings are \$85,838 less than in 1874, and \$202,535 less than in 1873—a decrease which is attributed to the general depression of trade. The total earnings of the main stem and branches, nine hundred and ninety-three miles in length, were \$14,409,552; the expenses, \$9,936,543; net earnings, \$4,473,009. The passenger earnings of the main stem were \$1,613,239, an increase of \$58,091 over the result of the previous year. The freight earnings were \$2,859,769, an increase of \$1,000,000 over the result of the previous year.

THE report of the Baltimore and Ohio railroad furnishes a pleasant and agreeable contrast to the reports of most of the great trunk lines of the country. From it we learn that the gross earnings of the main stem, six hundred and seventy miles in length, for the year ending October 31, were \$10,514,178; expenses, \$8,181,972; net earnings, \$2,332,206—showing that the working expenses were 59.79 per cent. of the gross earnings. The net earnings are \$85,838 less than in 1874, and \$202,535 less than in 1873—a decrease which is attributed to the general depression of trade. The total earnings of the main stem and branches, nine hundred and ninety-three miles in length, were \$14,409,552; the expenses, \$9,936,543; net earnings, \$4,473,009. The passenger earnings of the main stem were \$1,613,239, an increase of \$58,091 over the result of the previous year. The freight earnings were \$2,859,769, an increase of \$1,000,000 over the result of the previous year.

THE report of the Baltimore and Ohio railroad furnishes a pleasant and agreeable contrast to the reports of most of the great trunk lines of the country. From it we learn that the gross earnings of the main stem, six hundred and seventy miles in length, for the year ending October 31, were \$10,514,178; expenses, \$8,181,972; net earnings, \$2,332,206—showing that the working expenses were 59.79 per cent. of the gross earnings. The net earnings are \$85,838 less than in 1874, and \$202,535 less than in 1873—a decrease which is attributed to the general depression of trade. The total earnings of the main stem and branches, nine hundred and ninety-three miles in length, were \$14,409,552; the expenses, \$9,936,543; net earnings, \$4,473,009. The passenger earnings of the main stem were \$1,613,239, an increase of \$58,091 over the result of the previous year. The freight earnings were \$2,859,769, an increase of \$1,000,000 over the result of the previous year.

THE report of the Baltimore and Ohio railroad furnishes a pleasant and agreeable contrast to the reports of most of the great trunk lines of the country. From it we learn that the gross earnings of the main stem, six hundred and seventy miles in length, for the year ending October 31, were \$10,514,178; expenses, \$8,181,972; net earnings, \$2,332,206—showing that the working expenses were 59.79 per cent. of the gross earnings. The net earnings are \$85,838 less than in 1874, and \$202,535 less than in 1873—a decrease which is attributed to the general depression of trade. The total earnings of the main stem and branches, nine hundred and ninety-three miles in length, were \$14,409,552; the expenses, \$9,936,543; net earnings, \$4,473,009. The passenger earnings of the main stem were \$1,613,239, an increase of \$58,091 over the result of the previous year. The freight earnings were \$2,859,769, an increase of \$1,000,000 over the result of the previous year.

THE report of the Baltimore and Ohio railroad furnishes a pleasant and agreeable contrast to the reports of most of the great trunk lines of the country. From it we learn that the gross earnings of the main stem, six hundred and seventy miles in length, for the year ending October 31, were \$10,514,178; expenses, \$8,181,972; net earnings, \$2,332,206—showing that the working expenses were 59.79 per cent. of the gross earnings. The net earnings are \$85,838 less than in 1874, and \$202,535 less than in 1873—a decrease which is attributed to the general depression of trade. The total earnings of the main stem and branches, nine hundred and ninety-three miles in length, were \$14,409,552; the expenses, \$9,936,543; net earnings, \$4,473,009. The passenger earnings of the main stem were \$1,613,239, an increase of \$58,091 over the result of the previous year. The freight earnings were \$2,859,769, an increase of \$1,000,000 over the result of the previous year.

THE report of the Baltimore and Ohio railroad furnishes a pleasant and agreeable contrast to the reports of most of the great trunk lines of the country. From it we learn that the gross earnings of the main stem, six hundred and seventy miles in length, for the year ending October 31, were \$10,514,178; expenses, \$8,181,972; net earnings, \$2,332,206—showing that the working expenses were 59.79 per cent. of the gross earnings. The net earnings are \$85,838 less than in 1874, and \$202,535 less than in 1873—a decrease which is attributed to the general depression of trade. The total earnings of the main stem and branches, nine hundred and ninety-three miles in length, were \$14,409,552; the expenses, \$9,936,543; net earnings, \$4,473,009. The passenger earnings of the main stem were \$1,613,239, an increase of \$58,091 over the result of the previous year. The freight earnings were \$2,859,769, an increase of \$1,000,000 over the result of the previous year.

THE report of the Baltimore and Ohio railroad furnishes a pleasant and agreeable contrast to the reports of most of the great trunk lines of the country. From it we learn that the gross earnings of the main stem, six hundred and seventy miles in length, for the year ending October 31, were \$10,514,178; expenses, \$8,181,972; net earnings, \$2,332,206—showing that the working expenses were 59.79 per cent. of the gross earnings. The net earnings are \$85,838 less than in 1874, and \$202,535 less than in 1873—a decrease which is attributed to the general depression of trade. The total earnings of the main stem and branches, nine hundred and ninety-three miles in length, were \$14,409,552; the expenses, \$9,936,543; net earnings, \$4,473,009. The passenger earnings of the main stem were \$1,613,239, an increase of \$58,091 over the result of the previous year. The freight earnings were \$2,859,769, an increase of \$1,000,000 over the result of the previous year.

MEMPHIS DAILY APPEAL

SUNDAY, NOVEMBER 21, 1875.

higher education of the more promising pupils of the primary schools, and great numbers of private establishments have been added. In the government preparatory schools languages are taught, together with the elements of engineering, and naval and military studies are pursued, the more advanced pupils being promoted at half-yearly examinations to higher schools, or to the imperial college, in which it has been decided that in future the English language only shall be used as the medium of instruction. The report of the Japanese postmaster-general for 1874 shows that during that year nearly three millions of letters, of which nearly three hundred thousand were registered, passed through the postoffice, besides two millions six hundred and twenty-nine thousand six hundred and forty-eight newspapers and nearly thirty-four thousand books and patterns.

THE report of the Baltimore and Ohio railroad furnishes a pleasant and agreeable contrast to the reports of most of the great trunk lines of the country. From it we learn that the gross earnings of the main stem, six hundred and seventy miles in length, for the year ending October 31, were \$10,514,178; expenses, \$8,181,972; net earnings, \$2,332,206—showing that the working expenses were 59.79 per cent. of the gross earnings. The net earnings are \$85,838 less than in 1874, and \$202,535 less than in 1873—a decrease which is attributed to the general depression of trade. The total earnings of the main stem and branches, nine hundred and ninety-three miles in length, were \$14,409,552; the expenses, \$9,936,543; net earnings, \$4,473,009. The passenger earnings of the main stem were \$1,613,239, an increase of \$58,091 over the result of the previous year. The freight earnings were \$2,859,769, an increase of \$1,000,000 over the result of the previous year.

THE report of the Baltimore and Ohio railroad furnishes a pleasant and agreeable contrast to the reports of most of the great trunk lines of the country. From it we learn that the gross earnings of the main stem, six hundred and seventy miles in length, for the year ending October 31, were \$10,514,178; expenses, \$8,181,972; net earnings, \$2,332,206—showing that the working expenses were 59.79 per cent. of the gross earnings. The net earnings are \$85,838 less than in 1874, and \$202,535 less than in 1873—a decrease which is attributed to the general depression of trade. The total earnings of the main stem and branches, nine hundred and ninety-three miles in length, were \$14,409,552; the expenses, \$9,936,543; net earnings, \$4,473,009. The passenger earnings of the main stem were \$1,613,239, an increase of \$58,091 over the result of the previous year. The freight earnings were \$2,859,769, an increase of \$1,000,000 over the result of the previous year.

THE report of the Baltimore and Ohio railroad furnishes a pleasant and agreeable contrast to the reports of most of the great trunk lines of the country. From it we learn that the gross earnings of the main stem, six hundred and seventy miles in length, for the year ending October 31, were \$10,514,178; expenses, \$8,181,972; net earnings, \$2,332,206—showing that the working expenses were 59.79 per cent. of the gross earnings. The net earnings are \$85,838 less than in 1874, and \$202,535 less than in 1873—a decrease which is attributed to the general depression of trade. The total earnings of the main stem and branches, nine hundred and ninety-three miles in length, were \$14,409,552; the expenses, \$9,936,543; net earnings, \$4,473,009. The passenger earnings of the main stem were \$1,613,239, an increase of \$58,091 over the result of the previous year. The freight earnings were \$2,859,769, an increase of \$1,000,000 over the result of the previous year.

THE report of the Baltimore and Ohio railroad furnishes a pleasant and agreeable contrast to the reports of most of the great trunk lines of the country. From it we learn that the gross earnings of the main stem, six hundred and seventy miles in length, for the year ending October 31, were \$10,514,178; expenses, \$8,181,972; net earnings, \$2,332,206—showing that the working expenses were 59.79 per cent. of the gross earnings. The net earnings are \$85,838 less than in 1874, and \$202,535 less than in 1873—a decrease which is attributed to the general depression of trade. The total earnings of the main stem and branches, nine hundred and ninety-three miles in length, were \$14,409,552; the expenses, \$9,936,543; net earnings, \$4,473,009. The passenger earnings of the main stem were \$1,613,239, an increase of \$58,091 over the result of the previous year. The freight earnings were \$2,859,769, an increase of \$1,000,000 over the result of the previous year.

THE report of the Baltimore and Ohio railroad furnishes a pleasant and agreeable contrast to the reports of most of the great trunk lines of the country. From it we learn that the gross earnings of the main stem, six hundred and seventy miles in length, for the year ending October 31, were \$10,514,178; expenses, \$8,181,972; net earnings, \$2,332,206—showing that the working expenses were 59.79 per cent. of the gross earnings. The net earnings are \$85,838 less than in 1874, and \$202,535 less than in 1873—a decrease which is attributed to the general depression of trade. The total earnings of the main stem and branches, nine hundred and ninety-three miles in length, were \$14,409,552; the expenses, \$9,936,543; net earnings, \$4,473,009. The passenger earnings of the main stem were \$1,613,239, an increase of \$58,091 over the result of the previous year. The freight earnings were \$2,859,769, an increase of \$1,000,000 over the result of the previous year.

THE report of the Baltimore and Ohio railroad furnishes a pleasant and agreeable contrast to the reports of most of the great trunk lines of the country. From it we learn that the gross earnings of the main stem, six hundred and seventy miles in length, for the year ending October 31, were \$10,514,178; expenses, \$8,181,972; net earnings, \$2,332,206—showing that the working expenses were 59.79 per cent. of the gross earnings. The net earnings are \$85,838 less than in 1874, and \$202,535 less than in 1873—a decrease which is attributed to the general depression of trade. The total earnings of the main stem and branches, nine hundred and ninety-three miles in length, were \$14,409,552; the expenses, \$9,936,543; net earnings, \$4,473,009. The passenger earnings of the main stem were \$1,613,239, an increase of \$58,091 over the result of the previous year. The freight earnings were \$2,859,769, an increase of \$1,000,000 over the result of the previous year.

THE report of the Baltimore and Ohio railroad furnishes a pleasant and agreeable contrast to the reports of most of the great trunk lines of the country. From it we learn that the gross earnings of the main stem, six hundred and seventy miles in length, for the year ending October 31, were \$10,514,178; expenses, \$8,181,972; net earnings, \$2,332,206—showing that the working expenses were 59.79 per cent. of the gross earnings. The net earnings are \$85,838 less than in 1874, and \$202,535 less than in 1873—a decrease which is attributed to the general depression of trade. The total earnings of the main stem and branches, nine hundred and ninety-three miles in length, were \$14,409,552; the expenses, \$9,936,543; net earnings, \$4,473,009. The passenger earnings of the main stem were \$1,613,239, an increase of \$58,091 over the result of the previous year. The freight earnings were \$2,859,769, an increase of \$1,000,000 over the result of the previous year.

THE report of the Baltimore and Ohio railroad furnishes a pleasant and agreeable contrast to the reports of most of the great trunk lines of the country. From it we learn that the gross earnings of the main stem, six hundred and seventy miles in length, for the year ending October 31, were \$10,514,178; expenses, \$8,181,972; net earnings, \$2,332,206—showing that the working expenses were 59.79 per cent. of the gross earnings. The net earnings are \$85,838 less than in 1874, and \$202,535 less than in 1873—a decrease which is attributed to the general depression of trade. The total earnings of the main stem and branches, nine hundred and ninety-three miles in length, were \$14,409,552; the expenses, \$9,936,543; net earnings, \$4,473,009. The passenger earnings of the main stem were \$1,613,239, an increase of \$58,091 over the result of the previous year. The freight earnings were \$2,859,769, an increase of \$1,000,000 over the result of the previous year.

THE report of the Baltimore and Ohio railroad furnishes a pleasant and agreeable contrast to the reports of most of the great trunk lines of the country. From it we learn that the gross earnings of the main stem, six hundred and seventy miles in length, for the year ending October 31, were \$10,514,178; expenses, \$8,181,972; net earnings, \$2,332,206—showing that the working expenses were 59.79 per cent. of the gross earnings. The net earnings are \$85,838 less than in 1874, and \$202,535 less than in 1873—a decrease which is attributed to the general depression of trade. The total earnings of the main stem and branches, nine hundred and ninety-three miles in length, were \$14,409,552; the expenses, \$9,936,543; net earnings, \$4,473,009. The passenger earnings of the main stem were \$1,613,239, an increase of \$58,091 over the result of the previous year. The freight earnings were \$2,859,769, an increase of \$1,000,000 over the result of the previous year.

OUR CONVENTION.

SUNDAY, NOVEMBER 21, 1875.

higher education of the more promising pupils of the primary schools, and great numbers of private establishments have been added. In the government preparatory schools languages are taught, together with the elements of engineering, and naval and military studies are pursued, the more advanced pupils being promoted at half-yearly examinations to higher schools, or to the imperial college, in which it has been decided that in future the English language only shall be used as the medium of instruction. The report of the Japanese postmaster-general for 1874 shows that during that year nearly three millions of letters, of which nearly three hundred thousand were registered, passed through the postoffice, besides two millions six hundred and twenty-nine thousand six hundred and forty-eight newspapers and nearly thirty-four thousand books and patterns.

THE report of the Baltimore and Ohio railroad furnishes a pleasant and agreeable contrast to the reports of most of the great trunk lines of the country. From it we learn that the gross earnings of the main stem, six hundred and seventy miles in length, for the year ending October 31, were \$10,514,178; expenses, \$8,181,972; net earnings, \$2,332,206—showing that the working expenses were 59.79 per cent. of the gross earnings. The net earnings are \$85,838 less than in 1874, and \$202,535 less than in 1873—a decrease which is attributed to the general depression of trade. The total earnings of the main stem and branches, nine hundred and ninety-three miles in length, were \$14,409,552; the expenses, \$9,936,543; net earnings, \$4,473,009. The passenger earnings of the main stem were \$1,613,239, an increase of \$58,091 over the result of the previous year. The freight earnings were \$2,859,769, an increase of \$1,000,000 over the result of the previous year.

THE report of the Baltimore and Ohio railroad furnishes a pleasant and agreeable contrast to the reports of most of the great trunk lines of the country. From it we learn that the gross earnings of the main stem, six hundred and seventy miles in length, for the year ending October 31, were \$10,514,178; expenses, \$8,181,972; net earnings, \$2,332,206—showing that the working expenses were 59.79 per cent. of the gross earnings. The net earnings are \$85,838 less than in 1874, and \$202,535 less than in 1873—a decrease which is attributed to the general depression of trade. The total earnings of the main stem and branches, nine hundred and ninety-three miles in length, were \$14,409,552; the expenses, \$9,936,543; net earnings, \$4,473,009. The passenger earnings of the main stem were \$1,613,239, an increase of \$58,091 over the result of the previous year. The freight earnings were \$2,859,769, an increase of \$1,000,000 over the result of the previous year.

THE report of the Baltimore and Ohio railroad furnishes a pleasant and agreeable contrast to the reports of most of the great trunk lines of the country. From it we learn that the gross earnings of the main stem, six hundred and seventy miles in length, for the year ending October 31, were \$10,514,178; expenses, \$8,181,972; net earnings, \$2,332,206—showing that the working expenses were 59.79 per cent. of the gross earnings. The net earnings are \$85,838 less than in 1874, and \$202,535 less than in 1873—a decrease which is attributed to the general depression of trade. The total earnings of the main stem and branches, nine hundred and ninety-three miles in length, were \$14,409,552; the expenses, \$9,936,543; net earnings, \$4,473,009. The passenger earnings of the main stem were \$1,613,239, an increase of \$58,091 over the result of the previous year. The freight earnings were \$2,859,769, an increase of \$1,000,000 over the result of the previous year.

THE report of the Baltimore and Ohio railroad furnishes a pleasant and agreeable contrast to the reports of most of the great trunk lines of the country. From it we learn that the gross earnings of the main stem, six hundred and seventy miles in length, for the year ending October 31, were \$10,514,178; expenses, \$8,181,972; net earnings, \$2,332,206—showing that the working expenses were 59.79 per cent. of the gross earnings. The net earnings are \$85,838 less than in 1874, and \$202,535 less than in 1873—a decrease which is attributed to the general depression of trade. The total earnings of the main stem and branches, nine hundred and ninety-three miles in length, were \$14,409,552; the expenses, \$9,936,543; net earnings, \$4,473,009. The passenger earnings of the main stem were \$1,613,239, an increase of \$58,091 over the result of the previous year. The freight earnings were \$2,859,769, an increase of \$1,000,000 over the result of the previous year.

THE report of the Baltimore and Ohio railroad furnishes a pleasant and agreeable contrast to the reports of most of the great trunk lines of the country. From it we learn that the gross earnings of the main stem, six hundred and seventy miles in length, for the year ending October 31, were \$10,514,178; expenses, \$8,181,972; net earnings, \$2,332,206—showing that the working expenses were 59.79 per cent. of the gross earnings. The net earnings are \$85,838 less than in 1874, and \$202,535 less than in 1873—a decrease which is attributed to the general depression of trade. The total earnings of the main stem and branches, nine hundred and ninety-three miles in length, were \$14,409,552; the expenses, \$9,936,543; net earnings, \$4,473,009. The passenger earnings of the main stem were \$1,613,239, an increase of \$58,091 over the result of the previous year. The freight earnings were \$2,859,769, an increase of \$1,000,000 over the result of the previous year.

THE report of the Baltimore and Ohio railroad furnishes a pleasant and agreeable contrast to the reports of most of the great trunk lines of the country. From it we learn that the gross earnings of the main stem, six hundred and seventy miles in length, for the year ending October 31, were \$10,514,178; expenses, \$8,181,972; net earnings, \$2,332,206—showing that the working expenses were 59.79 per cent. of the gross earnings. The net earnings are \$85,838 less than in 1874, and \$202,535 less than in 1873—a decrease which is attributed to the general depression of trade. The total earnings of the main stem and branches, nine hundred and ninety-three miles in length, were \$14,409,552; the expenses, \$9,936,543; net earnings, \$4,473,009. The passenger earnings of the main stem were \$1,613,239, an increase of \$58,091 over the result of the previous year. The freight earnings were \$2,859,769, an increase of \$1,000,000 over the result of the previous year.

THE report of the Baltimore and Ohio railroad furnishes a pleasant and agreeable contrast to the reports of most of the great trunk lines of the country. From it we learn that the gross earnings of the main stem, six hundred and seventy miles in length, for the year ending October 31, were \$10,514,178; expenses, \$8,181,972; net earnings, \$2,332,206—showing that the working expenses were 59.79 per cent. of the gross earnings. The net earnings are \$85,838 less than in 1874, and \$202,535 less than in 1873—a decrease which is attributed to the general depression of trade. The total earnings of the main stem and branches, nine hundred and ninety-three miles in length, were \$14,409,552; the expenses, \$9,936,543; net earnings, \$4,473,009. The passenger earnings of the main stem were \$1,613,239, an increase of \$58,091 over the result of the previous year. The freight earnings were \$2,859,769, an increase of \$1,000,000 over the result of the previous year.

THE report of the Baltimore and Ohio railroad furnishes a pleasant and agreeable contrast to the reports of most of the great trunk lines of the country. From it we learn that the gross earnings of the main stem, six hundred and seventy miles in length, for the year ending October 31, were \$10,514,178; expenses, \$8,181,972; net earnings, \$2,332,206—showing that the working expenses were 59.79 per cent. of the gross earnings. The net earnings are \$85,838 less than in 1874, and \$202,535 less than in 1873—a decrease which is attributed to the general depression of trade. The total earnings of the main stem and branches, nine hundred and ninety-three miles in length, were \$14,409,552; the expenses, \$9,936,543; net earnings, \$4,473,009. The passenger earnings of the main stem were \$1,613,239, an increase of \$58,091 over the result of the previous year. The freight earnings were \$2,859,769, an increase of \$1,000,000 over the result of the previous year.

THE report of the Baltimore and Ohio railroad furnishes a pleasant and agreeable contrast to the reports of most of the great trunk lines of the country. From it we learn that the gross earnings of the main stem, six hundred and seventy miles in length, for the year ending October 31, were \$10,514,178; expenses, \$8,181,972; net earnings, \$2,332,206—showing that the working expenses were 59.79 per cent. of the gross earnings. The net earnings are \$85,838 less than in 1874, and \$202,535 less than in 1873—a decrease which is attributed to the general depression of trade. The total earnings of the main stem and branches, nine hundred and ninety-three miles in length, were \$14,409,552; the expenses, \$9,936,543; net earnings, \$4,473,009. The passenger earnings of the main stem were \$1,613,239, an increase of \$58,091 over the result of the previous year. The freight earnings were \$2,859,769, an increase of \$1,000,000 over the result of the previous year.

THE MEMPHIS DAILY APPEAL

SUNDAY, NOVEMBER 21, 1875.

higher education of the more promising pupils of the primary schools, and great numbers of private establishments have been added. In the government preparatory schools languages are taught, together with the elements of engineering, and naval and military studies are pursued, the more advanced pupils being promoted at half-yearly examinations to higher schools, or to the imperial college, in which it has been decided that in future the English language only shall be used as the medium of instruction. The report of the Japanese postmaster-general for 1874 shows that during that year nearly three millions of letters, of which nearly three hundred thousand were registered, passed through the postoffice, besides two millions six hundred and twenty-nine thousand six hundred and forty-eight newspapers and nearly thirty-four thousand books and patterns.

THE report of the Baltimore and Ohio railroad furnishes a pleasant and agreeable contrast to the reports of most of the great trunk lines of the country. From it we learn that the